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Transportation and Communications Committee  
September 1, 2005

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***Action Minutes***

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

**Members Present**

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Bone, Lou	City of Tustin
Brown, Art	City of Buena Park
Burke, Yvonne	City of Los Angeles
Correa, Lou	City of Orange County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	SGVCOG
Lowenthal, Bonnie	City of Long Beach
Moqet, Shenna	WRCOG
O'Connor, Pam	City of Santa Monica
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Stone, Jeff	Riverside County
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach
Wapner, Alan	City of Ontario

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**Members Not Present**

Beauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Buckley, Tom	City of Lake Elsinore
Cervantes, Jesus	Commerce, Gateway Cities COG
De Young, Cathryn	City of Laguna Niguel
Fasana, John	City of Duarte
Garcia, Lee Ann	City of Grand Terrace
George, Gary	City of Redlands
Hall, Isadore	City of Compton
Herzog, Peter	OCOG
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Miller, Paul	City of Simi Valley
Millhouse, Keith	City of Moorpark
Nuaimi, Mark	City of Fontana
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Smith, Greg	City of Los Angeles
Smyth, Cameron	City of Santa Clarita
Spence, David	City of Arroyo Verdugo
Sykes, Tom	City of Walnut

**New Members**

**Voting Members, Not Elected Official**

Alameddine, Sam, Office Chief of Environmental Engineering & Feasibility Studies	Caltrans
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**1.0     CALL TO ORDER & PLEDGE OF ALLIGANCE**

Chair, the Honorable Harry Baldwin, called the meeting to order at 10:17 a.m.

**2.0     PUBLIC COMMENT PERIOD**

There were no public comments at this time

**2.0     REVIEW and PRIORITIZE**

Item 6.3, Update on SCAG's Goods Movement Initiatives, was moved forward as the first Information Item.

**4.0     CONSENT CALENDAR**

**4.1     Approval Item**

4.1.1     Approve Minutes of July 7, 2005

**4.2     Receive and File**

4.2.1     State and Federal Legislative Matrix

4.2.2     SCAG Future Events Calendar

MOTION was made to approve the Consent Calendar items.  
Motion was SECONDED and UNANIMOUSLY APPROVED.

**5.0     ACTION ITEMS**

**5.1     2006 Regional Transportation Improvement Program (RTIP) Guidelines**

Rosemary Ayala, SCAG Staff, gave a presentation to the committee on the 2006 RTIP Guidelines which is the information used by the County Transportation Commissions and the Imperial Valley Association of Governments in the development of their TIP. The county TIPs are due to SCAG on December 16, 2005, then going on to the Regional Council for approval in August 2006.

The main intent is to ensure the project listing fulfills the legal, administrative, and technical aspects of the RTIP process, and to minimize duplicate efforts by the various agencies involved in the process.

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The staff recommendation is three-fold: approve the release of the 2006 RTIP Guidelines, approve the approval process for RTIP guidelines and authorize staff to finalize these guidelines.

Councilmember Szerlip, SBCOG, asked if SAFETEA-LU would have any impact on the release of the 2006 RTIP guidelines? Hasan Ikhata, SCAG staff, responded that it would not. Councilmember Tyler, City of Pasadena, asked if it was safe to assume that the changes being made to the guidelines are mostly procedural, legal, and administrative? Ms. Ayala responded that that was correct.

MOTION was made to approve the release of the 2006 RTIP Guidelines and the approval process for RTIP amendments, and authorize staff to finalize the guidelines. MOTION was SECONDED and UNANIMOUSLY APPROVED.

## **6.0 INFORMATION ITEMS**

### **6.1 Update on State and Federal Legislative Activities With a Focus on SAFETEA-LU Bill**

Don Rhodes, SCAG Staff, gave an update on State and Federal Legislative Activities with a primary on SAFETEA-LU (H.R.3). The five-year surface transportation bill was passed by Congress in July 2005 and signed by President Bush in August 2005. The bill is in effect from August 10, 2005 through September 30, 2009, providing \$286.4 billion and includes more than 6,300 earmarked projects. The SCAG region received approximately 309 earmarks totaling \$1.4 billion.

Some of the bill's highlights include:

- MPO core program funding was increased from 1% to 1.25%
- Minimum guarantee to states was increased on an incremental scale from 90.5% to 92% by 2008.
- The RTP and RTIP cycles were extended from every 3 years, to 4 years.
- Under the CMAQ program, the South Coast Air Basin will continue to receive funding based on its non-attainment severity classification for the 8-hour standard.
- Federal gas taxes will remain at 18.4 cents per gallon through 2009.
- Two new National Transportation Planning Committees were created.
  1. National Surface Transportation Infrastructure Committee will research future funding mechanisms for surface transportation.
  2. Future of Surface Transportation Committee will develop a national strategy for surface transportation.
- A provision was added mandating that states reimburse CPG monies to MPOs within 30 days.

### **6.2 High-Flow Arterial Study – Phase I**

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Mony Patel, Transportation Planner with Los Angeles Department of Transportation (LADOT), gave a presentation on the recently completed first phase of the High-Flow Arterial Study. This study attempts to identify a network of arterials within the City of Los Angeles that would function as viable alternatives to the congested freeway system. These arterials would be candidates for regional transportation improvements, and the specific improvements will be identified in Phase II of the study.

Some of the High-Flow Arterial selection criteria include:

- Access to the Freeway System
- Alternate to the Freeway System
- Access to Key Destination Centers
- Roadway Designation
- Grid System Spacing

Prior to identifying mobility improvement options this is what is currently programmed:

- Twenty regionally significant transportation improvements that involve one of the proposed High-Flow arterials.
- Eighteen freeway system improvements within the L.A. City boundaries.
- Current and planned corridors for deployment of MTA's Metro Rapid Bus program include 10 High-Flow arterials.
- Adaptive Traffic Control System (ATCS), a personal computer based program that provides a fully-responsive method to accommodate real-time traffic condition and designed to further enhance the existing Automated Traffic Surveillance and Control Systems currently used.

6.3 Update on SCAG's Goods Movement Initiatives

Hasan Ikhata, SCAG Staff, stated that what was going to be presented today was the conclusion of a study that has taken three years. It will go into areas that are consistent with the policies the Committee has adopted.

Nancy Pfeffer, SCAG Staff, proceed with an update on the Goods Movement Initiatives. She stated that there was a third (in a series) Stakeholder Roundtable meeting held last week. To recap the previous sessions, at the first session it was consensus that the private sector needs to make a contribution to the Goods Movement System. The second session, we clarified what some of the top values were to the private sector in terms of speed and reliability of travel and getting goods across the region. The third Roundtable was the opportunity to present a culmination of efforts and studies that are going on. The two major things that were presented at the last session was the port and mobile elasticity study by Professor Rob Leachman of UC of Berkeley. The study is basically an economic model of shipper decision making, including how shipper port decisions are made, whether they go to one port or several ports, all water to the East Coast, other West Coast ports, there are several

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options which were all included in the study. The purpose of the study was to determine if the private sector could make a contribution in the form of user fees that could retire bonds on transportation infrastructure projects, and what the risk of losing trade to other regions would be if fees were imposed. Losing business to other ports, other parts of the country, or the world.

The best way to sum up what the study says is a sentence that is in the conclusions, “a fee of about \$190 to \$200 per 40 ft. equivalent unit that retires the bonds on a wise and ambitious program of congestion relief, seems a safe and effective investment”. One of the key points in this sentence is a program of congestion relief. What the consultant did was look at an as is scenario where we might levy fees without reducing congestion in the region vs. a scenario where we would reduce congestion. His finding was that the shippers are much more sensitive to the congestion levels than they are to the cost, to the price of shipping.

According to the models predictions if this investment was made in the infrastructure through this fee we would might see a small diversion, around 4%, of trade to other ports, but what we would actually see is a 12.5% increase in trans-loading of freight. This is the activity where the freight comes in off the marine container, goes to a distribution center, is re-consolidated, unpacked, and sometimes value-added work is done. This is the kind of employment we were talking about when Economist, John Husing, made his presentation to the Committee last fall about the potential for growth of blue collar work in a logistics industry. This will give a real economic boost to the region from this investment in the infrastructure, which is one of the key findings of the study.

The last Roundtable was concluded with a series of financing scenarios. What was looked at was a series of different kinds of options for financing truck lanes, rail capacity, and the entire system. We looked at an option that would include a substantial amount of extra money to mitigate environmental impact.

Ms. Pfeffer concluded her presentation noting that further in-depth, discussion on the matter would be taken up at the workshop on the Goods Movement following the adjournment of the TCC meeting.

6.4 Expanded Regional Comprehensive Plan Approach and the California Environmental Quality Act (CEQA)

Alan Thompson, SCAG Staff, stated that staff was here to provide information on the Regional Comprehensive Plan and gather feedback from all the policy committees for the Regional Comprehensive Plan Task Force. The RCP Task Force and staff have been discussing a re-envisioned RCP process. While this process would be enforced by CEQA changes, it does not necessarily depend on it. The process would focus on the development of plan outcomes, be coordinated with external planning processes at

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the State and local level, pending legislative action would be consistent with local plans and projects and would get preferential environmental processing. It would identify mitigation schemes for consistent projects and direct revenues for mitigation. At this time Staff can take some interim steps to move the process in this direction while the Regional Council continues to access the concept and react to developments in the legislative process.

Mr. Thompson then asked Mayor Pam O'Conner, City of Santa Monica, and Chair of the RCP Task Force to describe the preliminary approach.

Mayor O'Conner stated that the potential changes in the California Environmental Quality Act (CEQA) may create a distinct role for regional plans. Through the RCP process, SCAG may be able to meet the requirements for a regional plan as discussed in the on-going negotiations at the State level. In order to anticipate and take advantage of changes to State law, SCAG would need to re-envision its RCP process to some degree. Pending further discussion at both the task force and committee levels, staff anticipates Regional council consideration for action at a future date.

Mayor O'Connor summarized a document circulated by the California Resources Agency, 'CEQA Improvement Advisory Group Concept Paper', describes the elements that a regional plan would need to contain to qualify for streamlining. This should include:

- Establish quantifiable plan outcomes across the full range of planning and resource categories.
- Be demonstrably beneficial for the environment.
- Include mitigation measures that are applicable at the project level.
- Propose funding and other incentive mechanisms for supportive implementation at the local level.
- Fully incorporate and reconcile various plans prepared at the State and regional level.

Mayor O'Connor stated that the RCP Task Force and the Regional Council need to have the dialogue between them to make sure projects local environment impacts are not ignored, local control stays in place. Additionally, the challenges include financing, finding the financing for the mitigations, they may be difficult to identify and enact.

## **7.0 MAGLEV TASK FORCE REPORT**

Councilmember Lou Bone, reported that Staff was still exploring the funding possibilities including private and non-profit government sources for the trip to China. The trip has been pushed back to January or February 2006. Notice to proceed has been sent to Lockheed Martin on July 28<sup>th</sup> for phase two, which is the preliminary engineering of the initial operating segment of the West Los Angeles to Ontario Airport. A notice to proceed

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has been sent on August 4<sup>th</sup>, this study will analyze the State high-speed rail and Maglev on the Initial Operating Segment also from West Los Angeles to Ontario Airport. The next meeting of the Maglev Task Force will be Thursday, September 8<sup>th</sup>, at 11:00 a.m. at the SCAG office.

**8.0 CHAIR REPORT**

Chair Baldwin announced that he wanted to extend an invitation to everyone to celebrate the first NAFTA Trade Corridor in the Region, which was the establishment of the City of Los Angeles in 1881. There will be a march starting at the San Gabriel Mission down Route 2, to the Pueblo of Los Angeles.

**9.0 STAFF REPORT**

Rich Macias, SCAG Staff, announced that at the next TCC there will be several RTP related issues. Our current effort including Staff's assessment of the SAFETY-LU four year provision. In addition, Staff is attempting to secure Dr. Leachman to come and present his findings to you in a formal presentation.

**10.0 GOODS MOVEMENT TASK FORCE REPORT**

None at this time.

**11.0 FUTURE AGENDA ITEMS**

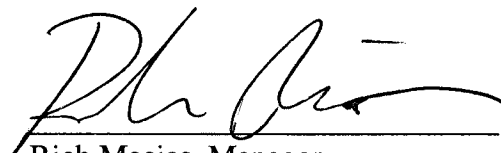
None at this time.

**12.0 ANNOUNCEMENTS**

It was announced

**13.0 ADJOURNMENT**

The Honorable Harry Baldwin, adjourned the meeting at 11:40 a.m.  
The next committee meeting will be held on  
**Monday, October 10, 2005, 10:30 a.m., at the SCAG office.**

  
Rich Macias, Manager  
Transportation Planning Division